

**Poughkeepsie-Dutchess County Transportation Council
Connections 2025**

**Summary of Public Comments
November 2003**

The PDCTC Tehnical Committee and staff cooperatively developed the Draft *Connections 2025* between 2000 and 2003. The final “review draft” was prepared in early 2003, and PDCTC staff developed a Plan Summary for distribution in July 2003. A Public Notice and the Plan Summary were mailed to the Public Information mailing list, the press, and the PDCTC committee members on August 15, 2003. Two Public Information meetings were held on September 30, 2003 at the Dutchess County Planning & Development office and in the Pleasant Valley Town Hall.

The Air Quality Conformity Analysis was completed in September, and the results were presented at the September 30th meetings. A summary of the Air Quality Conformity results was completed in early October and mailed to the Public Information list, the press, and the PDCTC committee members on October 14, 2003.

Comments on *Connections 2025* were due on October 17, 2003. Comments on the Air Quality Conformity were due on October 31, 2003. This report contains all comments received prior to those deadlines. The PDCTC response is outlined immediately following each comment.

CR 29 (Carpenter Road and Taconic State Parkway) – There were several letters opposing the construction of an overpass or interchange between CR 29 and the Taconic State Parkway. The main objections to an overpass are:

- Increase in heavy and/or large (18-wheel) truck traffic
- Decrease in safety
- Increase in pollution and noise
- Decrease in quality of life for the residents of Carpenter Road
- Impact on state and federal wetlands in the vicinity of the intersection
- Potential contamination of Fishkill Creek due to increased storm water run-off
- Potential impact on adjacent residential and commercial property that could be acquired by eminent domain.
- Potential negative impact on property values
- Change to the rural, residential nature of Carpenter Road

[Debra Duncan, Kathleen & Jeff Meyer, Fred & Lynn Robbins, John Calogero, William Behr, Judy Lacombe, Jan Bushey, David Bushey, Gerry Iagallo (President of the East Fishkill Citizens' Alliance), Edward & Sofia (no last name provided), Carolyn Plage]

PDCTC Response – *The Plan Recommendations section (Chapter 5) the discussion of long-term (2007-2025) Highway Infrastructure projects includes a reference to the “possible establishment of grade separated facilities at three locations [on the Taconic*

State Parkway] CR 29 (Carpenter Road), Hosner Mountain Road, and CR 42 (Arthursburg Road), and closing or other action at other at-grade intersections as appropriate design efforts are completed.”

This language is appropriate. NYSDOT has initiated a project to determine how to address access to the Taconic State Parkway between Route 52 and CR 9 (Beekman Road) in East Fishkill (PIN 8127.13). This project evaluation will include appropriate analysis and evaluation of the items cited above, prior to the selection of a preferred alternative.

Town of Rhinebeck Comprehensive Plan Committee – Rhinebeck is in the midst of developing a new comprehensive plan. The following transportation issues are of concern to the Town. [Sally Mazzarella, Chair, Town of Rhinebeck Comprehensive Plan Committee]

1. The historic and rural character of Rhinebeck should be considered and respected in the development and construction of highway, bridge, traffic or intersection improvements that are proposed in the town. The Town should be included as an active participant in all decision-making on these types of projects.

PDCTC Response - *It is the policy of both NYSDOT and the Dutchess County Department of Public Works to actively consult with local governments on transportation projects.*

2. Capacity Improvements – Expansion of Route 9 and/or Route 9G would likely meet with serious opposition.

PDCTC Response - *The NYSDOT has no plans to widen either Route 9 or Route 9G. The addition of turn lanes to improve the operations of intersections is a future possibility and such projects would be developed in consultation with local officials.*

3. Bicycle/Pedestrian Capacity – Support the continuation of State Recreational Trails Program for Wilderstein Trail development. Request that the Hucklebush Rail Trail be added to the list of future bicycle and pedestrian projects.

PDCTC Response – *The discussion of Short-Term Recommendations included the recent recipients of the State Recreational Trails Program (including Wilderstein Trail Development) under the heading “Bicycle and Pedestrian Capacity.” The Long-Term Recommendations will be revised to include references to both the State Recreational Trails Program and the Hucklebush Rail Trail.*

4. Purchase of Development Rights (PDR) program – The establishment of a PDR program similar to one in East Fishkill has potential application in Rhinebeck. Suggest that PDR programs be included among the recommendations listed in the section on Community Enhancement and Economic Development.

PDCTC Response – The discussion of Community Enhancement and Economic Development recommendations in Chapter 5 includes a discussion of the need to develop Master Plan and Zoning policies and regulations that recognize the link between land use decisions and transportation needs. There is no specific mention of PDR programs in the region. There is nothing in Connections 2025 that is inconsistent with the Town’s desire to establish a PDR Program in Rhinebeck.

5. Route 9-Route 9G Intersection – Explore the possibility of constructing a roundabout at this key intersection.

PDCTC Response - When improvements to the Route 9-Route 9G intersection are studied an alternate involving a roundabout could be considered. No such project is planned in the near future. If the Town is seriously interested in a roundabout it should work to insure that adjacent development does not occupy the potential footprint of a roundabout, and that adjacent properties have adequate access outside the immediate area of a roundabout where access would be restricted.

6. Hudson Line Rail Service –Town residents remain opposed to the expansion of MTA Metro-North service to Rhinecliff.

PDCTC Response – MTA Metro-North Railroad does not have any current plans to expand service beyond its current terminus in Poughkeepsie. The Hudson Line Railroad Corridor Transportation Plan mentioned under the Future Studies section of Chapter 5 is designed to develop a plan to improve the operations of all the users on the line, including Amtrak, CSX, and Metro-North from New York City to Schenectady. It is based on the assumption that these operators will maintain their current service territories.

7. Future Studies – Request that the Rhinebeck Comprehensive Plan be acknowledged among the other future studies that are underway.

PDCTC – The Plan Recommendations will be revised to mention the Town’s Comprehensive Plan as a noteworthy example of local planning efforts in the discussion of Master Plans and Zoning Ordinances.

Scenic Hudson – The following comments were made by letter. [Jeffrey Anzevino, Senior Regional Planner]

1. The current planning efforts that are underway in Hyde Park (e.g. Hyde Park Corridor Management Plan) should be considered and acknowledged in Connections 2025.

PDCTC Response – The Future Studies portion of Plan Recommendations (Chapter 5) includes a brief description of the Route 9 and Route 9G Crossroads Project. This section will be revised to highlight the proposed Regional

Transportation Center and Visitor Center. See similar comment from The Regional Center Partnership below.

2. CR 40A (St. Andrews Road) Widening – There is a lack of justification for this project.

PDCTC Response – *This project was identified as a priority for the Dutchess County Department of Public Works in the previous long-range plan. The Plan Recommendations section will be revised to move the project from a Capacity project to a Future Studies project.*

3. Route 9 Widening (Wappinger, Fishkill) – There is a lack of justification for the widening between CR 93 (Meyers Corners Road) and Route 52.

PDCTC Response - *Traffic projections made for Connections 2025 indicate that future traffic volumes on Route 9 would warrant adding a third lane in each direction. NYSDOT's continuing efforts to manage traffic demand with carpooling, vanpooling, improved transit services, land use/sustainable development, and employer based programs have been successful in reducing traffic demand between 5% and 10%. This level of demand reduction does not reduce future traffic volumes enough to preclude the need for some future capacity projects. Given that, the choice is adding capacity to Route 9 or accepting longer traffic delays and significant diversion of traffic from Route 9 to parallel county and town roads that may be ill suited for the increased demand.*

4. I-84 Widening – There is a lack of justification for the proposed widening.

PDCTC Response – *The response to this comment is similar to the previous one. Traffic volumes are growing and extensive demand management efforts do not reduce demand enough to remove the need to add capacity. I-84 as an interregional route is also less amenable to regional demand reduction programs.*

5. Route 9 Widening (Wappingers Falls) – This project is listed in both the short-range and long-range sections of the Plan Recommendations section. Scenic Hudson supports the construction of the pedestrian crossing over the Wappinger Creek, but does not believe that the addition of the third southbound lane is necessary.

PDCTC Response – *It is primarily a Short-Term project, and will be removed from the Long-Term listing. The response to this comment is similar to the previous two regarding capacity needs. NYSDOT plans to add sidewalks on Route 9 from Meyers Corners Road to Route 9D as part of this project, which will include a pedestrian crossing(s) of the Wappinger Creek.*

6. Greenway Connections should be referenced in Connections 2025.

PDCTC Response – A discussion of Greenway Connections will be added to Transportation Issues and Goals (Chapter 3) and Plan Recommendations (Chapter 5).

7. Recommend a “fix-it first” policy that prioritizes maintenance over capacity.

PDCTC Response – Transportation Issues and Goals (Chapter 3) lists Infrastructure Maintenance as the first major goal statement in Connections 2025. The second goal statement addresses mobility and congestion, and emphasizes the role that system and demand management activities need to play in improving mobility. Approximately 89 percent of funds for long-range projects are earmarked for infrastructure and safety projects, and a portion of remaining 11 percent includes intelligent transportation system (ITS) and demand management projects. PDCTC believes this is consistent with a “fix-it-first” commitment.

8. Recommend that a separate bicycle facility be constructed along the Dutchess County Water and Wastewater Authority (DCWWA) utility easement in Hyde Park.

PDCTC Response – The existing DCWWA easement is solely for the underground water pipe that was installed in 2002. Establishing a new bicycle facility in the same location would require separate negotiations with the private landowners within the corridor, and would be outside the jurisdiction of the DCWWA.

Regional Transportation and Visitors Center – The proposed Regional Transportation and Visitors Center should be considered and discussed in Connections 2025. [Elizabeth Waldstein-Hart, The Regional Center Partnership]

PDCTC Response – See response to Scenic Hudson comment # 1 above.

Air Quality Conformity – Develop a comprehensive infrastructure for non-motorized use in all municipalities as a way to improve air quality and reduce the need for extensive parking lots. The County should review current rules for subdivisions. [Irmgard Seidler]

PDCTC Response – Connections 2025 is necessarily regional in scope. Both the PDCTC Bicycle and Pedestrian Plan and Connections 20205 recognize the important role that local governments play in developing comprehensive “non-motorized” infrastructure. PDCTC will continue to assist communities in their efforts to develop local bicycle and pedestrian systems.

Review and approval of subdivision proposals are the responsibility of municipal planning boards, rather than the County. Greenway Connections provides guidance to local communities on issues of cluster subdivision, making new developments fit into the community, and providing “non-motorized” connections.